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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
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PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

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FOR 1906.
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No. 14,927, 號七十二百九千四萬一第 日十月正年二十三緒光 HONGKONG, TUESDAY, FEBRUARY 13TH, 1906. 二拜禮 號三十月二年六零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st October 1905. [a2771]

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Hongkong, 3rd February, 1906. [a339]

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Hongkong, 25th October, 1905. [19]

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Hongkong, 21st September, 1905. [2355]

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Hongkong, 1st February, 1906. [a34]

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Hongkong, 27th May, 1905. [a2665]

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Hongkong, 20th December, 1905. [a33]

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[a40]

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Hongkong, 24th July, 1905. [a266]

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Correspondents must forward their names and addresses, and communications addressed to the Editor, not for publication, but as evidence of the fact that the writer is a correspondent.
All letters for publication should be written on one side of the paper only.
No anonymous communications should be accepted.
Orders for changes of address should be sent to the Editor, not to the printer.
The Editor is not responsible for the return of communications.
Telegraphic Address: "The Press," 130, Alexandra Buildings, Hong Kong.

BIRTH.

On February 3rd, at Shanghai, the wife of Mr. and Mrs. Giacomo Pallavicini, of a daughter, Laura.

MARRIAGE.

On January 31st, at Hankow, JUAN SHI, younger daughter of THOMAS SHI, of the Hongkong & Shanghai Banking Corporation, and WILLIAM HENRY, younger son of the late GEORGE JACKSON ELLIOTT, C.M.G., of Beirut, Syria.

HONGKONG OFFICE: 10A, DES VEXES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, FEBRUARY 13TH, 1906.

Our telegram of yesterday, announcing that His Majesty the King had launched the new battleship *Dreadnought* at Portsmouth on February 10th, deserves more attention than it is likely to receive just now, when the minds of the community are so full of royalty and racing. It was no ordinary event in British naval history, and it does not depend for its interest upon the mere fact that the new warship happens to be the greatest in the world. The *Fleet Annual* and *Naval Year Book* for 1906—a new and valuable publication, by the way, from the Westminster Press—describes the event as “the sensation of the year.” It is barely three years since a vessel on similar lines was discussed as an ideal battleship for the British fleet. It is not often that such Jules Verne-like ideals are realised, but in the case of the *Dreadnought*, the ideal has been actually surpassed. In 1903 Colonel CURTISS dreamed of a seventeen thousand ton ship with twelve 12in. guns, armoured with 12in. plating, and having the speed of a cruiser. He asked if it were possible to provide these things. If it were, “such a ship,” without throwing away a single shot, without wasting ammunition, secure in her exuberant protection, with her twelve guns ready, would swiftly descend on her adversary and pour in a terrible converging fire at the belt. Having disposed of her first antagonist, she would at once

proceed to attack another, and, almost untouched, to dispatch yet another.” Given the required speed, he went on to say, the battleship of which he dreamed would be “absolutely supreme,” and able to “overtake any of the enemy's battleships and oblige them to fight. With this in mind, and remembering that the new craft has a thousand tons more, a horse-power of 23,000, a speed of 21 knots, a crew of 850, ten of those terrible 12in. guns, as well as eighteen of 3in. calibre, great things may be expected of the appropriately named *Dreadnought*. “There is little doubt,” says the *Fleet* writer, “that this ship marks a new era in battleship construction, and that secondary batteries will die out.” With her battery of ten big guns, she can throw in one broadside 8,500 lbs. of ammunition, or nearly twice as much as the *Formidable*. Two such vessels ought, in theory, to be equal to a squadron of average strength. We mentioned some days ago that the *Dreadnought* is the first warship to adopt the system of turbine propulsion, and we understand there is something secret about her construction to account for her remarkable speed, which has yet, of course, to be tested. Great Britain, it is to be observed, has not been so impressed by the Battle of Tsushima as Germany was. The British naval programme includes, in addition to the big battleship, four armoured cruisers, 18 destroyers, and eleven submarines, whereas Germany is greatly increasing the number of her torpedo craft—a fleet of eighty is actually in contemplation. It would be outside the nature of things for America, the land of big things, to be satisfied to see any other country beating her in mere size; and so even the *Dreadnought* has to be exceeded. The *South Carolina* and her sister battleships are projected to have displacements of twenty thousand tons and twelve 12 in. guns, instead of the 16,000 and eight respectively first projected. Japan also, it is rumoured, is not over-impressed by her own achievements with lesser craft, and is thinking of a nineteen thousand ton battleship with four 12 in. and twelve 10 in. guns, and a speed of nineteen knots, with two monster cruisers in addition. This, however, is only a rumour, and, if they have to wait until Japan herself can build them, need not seriously be considered. The same remark applies to the ambitious programme of the Russian navy, for different reasons.

The twelfth plague fatality was recorded on the 12th inst.

The Chinese Army manoeuvres at Peking last autumn cost Tls. 1,300,000.

Russia has agreed to deduct from the Boxer indemnity five million taels as compensation for Chinese losses in the Vladivostok riots.

The following telegram has been received from the Government of Burma dated the 10th inst.:—“Hongkong has been declared an infested area. Inform shipping firms.”

The Russo-Japanese supplementary treaty negotiations are causing the Waiwipa some anxiety. The Chinese Minister at St. Petersburg has been ordered to keep his eyes and ears open.

During the week ending February 10th, nine cases of smallpox were notified, seven ending fatally. Seven of them were in the city. There has been quite a run on the public vaccination office.

The Ecuador Steam Ship Co. was incorporated on December 9th, at Guayaquil. Its ships will run between Valparaiso and Panama. The capital is one hundred thousand condors.

The *N.C. Daily News* remarks:—Messrs. Pollock and Gershom Stewart protested with much eloquence at the meeting of the Hongkong Land, etc., Co., but it ended in the usual dry resolutions being passed as usual.

Return of visitors to the City Hall Library and Museum for the week ending Feb. 11th shows that of non-Chinese there were 287 to the Library and 100 to the Museum; and of Chinese 195 to the former and 10,408 to the latter. The Library was, therefore, used by 483 persons, and the Museum by 10,508.

The sale of opium by Government monopoly having already been put into effect in the provinces of Chihli and Hupoh, Their Excellencies Viceroy Yuan Shih-kai, Chou Fu, Chang Chih-tung, and Tsin Chun-huan consider that the consent of the British Minister at Peking ought to be obtained for reducing the amount of opium imported into China, as its sale affects the due operation of the monopoly.

In an Indian newspaper appeared an advertisement: “How to Cure Red Noses permanently; absolute secrecy; send 2s. 8d. and stamped envelope.” Many ladies thinking, says the *Gentleman*, their noses pinker than was becoming, wrote, and on opening their stamped envelopes read, “Go on drinking until it becomes purple.” No one cared to show up this brave advertiser for fear of being laughed at, and so stamped envelopes and two-and-eight-pences still flowed in.

We regret to learn of the death of Mr. Bruce Shepherd, late Land Officer Receiver in Bankruptcy. Mr. Shepherd died on February 6th at Sidmouth, in Devonshire, and leaves numerous friends—those who will be sorry to learn of his untimely end.

It is reported from Peking that the Empress Dowager has lately selected several sons of the blood nearest to the throne, to reside and study in the Palace. The object of this is to find which of the young boys is best fitted by his daily conduct and talents to fill the high post of successor to the Emperor, should His Majesty unfortunately not leave the happiness of possessing a son to succeed him on his demise.

Messrs. P. B. Petit & Co. report that the yarn market trade in China, especially Indian yarn trade, has experienced an unprecedented period. As an invariable rule at the meeting of the two Chinese years—the death of the old and the birth of the new—business is brought almost to a standstill, but this time there has been an exception to the rule and business went merrily on, both before and after the New Year. Shanghai has stood foremost in relieving Hongkong of a very large stock, and Shanghai in her turn was backed up by the northern ports. Bombay market is also brisk, but Japan has just sounded an alarm and attributes the present appearance of plague in Osaka and other places to Bombay, and measures are being concerted to stop imports of cotton from Bombay. Exactly ten years ago Bombay levied the same charge against Hongkong when plague made its first appearance in the former place. Japanese commissioners are going out to Bombay and it is to be earnestly hoped that the worst fears of the Japanese authority in the matter may be dissipated.

THE ROYAL VISIT.

Yesterday H.R.H. Prince Arthur of Connaught and suite passed a quiet day, there being no programme arranged, except that in the evening he dined privately with His Excellency the General Officer Commanding Major General Villiers Hutton. As already announced, the Prince will embark from Blake Pier to-night at 10 o'clock, going on board the flagship *Diadem*, in which he will complete his journey to Japan.

THE DIRECTORY AND CHRONICLE.

The *Directory and Chronicle* for China, Japan, Korea, Straits Settlements, Indo-China, the Philippines, Netherlands India, etc., for 1906, being the forty-fourth annual issue of the volume, is now on sale at all the ports of the Far East. The volume grows in bulk every succeeding year and in the current volume the pages of the complete edition number 1,720 exclusive of the illustrated advertisements it contains. The war between Russia and Japan rendered obsolete certain agreements appearing in previous issues of the volume relating to Manchuria and Korea, but the new agreements concluded during the past twelve months more than fill up the spaces in the volume which the other agreements occupied. There is, for instance, the treaty of peace between Japan and Russia; as well as Japan's agreement with China regarding Manchuria; her Protectorate agreement with Korea, and her treaty of alliance with Great Britain. The Haengpu Conservancy Convention also appears. Besides these, it will be observed that the previously existing Orders in Council governing British subjects in China and Korea have been replaced by the new order in Council which is now in force. The new rules for H.B.M.'s Supreme Court for China and Korea necessitated by the new Order in Council being not yet available, the old rules remain for the present in force modified in some important respects by certain provisional rules which have been adopted and which are included in the present volume.

There is little that is new to be said concerning the Directory portion of the book. Every effort has, as usual, been made to obtain lists of the foreign firms established in every centre of foreign trade between Vladivostok and Netherlands India as complete and satisfactory as possible. Unfortunately such efforts have for a second time not been entirely successful in the case of Vladivostok, where the disturbances appear to have interrupted the postal service to a considerable extent and delayed many returns. It would also appear that no foreign firms have yet been permitted to re-establish themselves in Port Arthur. At Tairen (the new name for Daluy) commercial firms, mainly Japanese, have returned to cater for the needs which must be considerable in that district after so exhausting a war. The descriptions of the various trade centres have been brought up to date and the statistical information regarding the trade and population of each place revised in accordance with the latest available official returns. The contents of the book are fully set forth in the advertisement which is published with to-day's issue, and in commending the book to the public, we need do no more than give the assurance that the current issue will be found to fully maintain the reputation which this “hardy annual” has so long enjoyed.

WEATHER REPORT.

On the 12th at 11.45 a.m.—The barometer has fallen over Japan, and risen over the Loo-Choo and Formosa.

A depression lies to the N.E. of Japan and the high pressure area remains over N. China.

Pressure is again inclined to give way over S. China.

Strong monsoon is indicated in the Formosa Channel and along the S. coast of China.

Forecast—Strong N.E. breezes; fair at first, probably some rain later.

TELEGRAMS.

“DAILY PRESS” EXCLUSIVE SERVICE.

BRITISH ADMIRALS KNIGHTED.

LONDON, February 12th.

In connection with the launch of the battleship *Dreadnought*, the King has conferred knighthood upon Rear-Admiral Barry, the Superintendent of Portsmouth Dockyard, and upon Rear-Admiral Percy Scott. The latter honour was in recognition of Admiral Sir Percy Scott's efforts to improve the shooting in the navy.

EXPECTED RUPTURE OVER MOROCCO.

LONDON, February 12th.

It is now believed that the conference re the Morocco affair will end in rupture.

THE NEW PARLIAMENT.

LONDON, February 12th.

The New Parliament meets to-morrow.

(REUTERS'S SERVICE.)

THE MOROCCO CONFERENCE.

LONDON, February 10th.

A telegram from Algiers, published in Berlin, says that a favourable outcome of the conference was expected until the French delegates suddenly desired an immediate settlement of the policing question; it declares that the German delegates will not assent to Frenchifying the whole coast, which would legalise the incorporation of Morocco with French Africa.

THE UNITED STATES.

LONDON, February 10th.

The Washington House has passed a bill revising the Philippine tariff; increasing the duty on European made cotton goods.

THE REPORTED JAPANESE ESPIONAGE IN SYDNEY.

LONDON, February 10th.

Minister Playford, who investigated the reported case of espionage, has ascertained that the story is unfounded.

POLICE COURT.

Monday, February 12th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

REFUSING DUTY.

Eight of the crew of these *Afghan Monarch* were charged with refusing duty on that vessel in the harbour on Saturday.

Captain Walker stated that on the morning in question he ordered the defendants to do certain work, but they refused. On ordering them a second time they said they would not work while Chinese were engaged.

Some of the defendants stated that their reason for refusing was because the chief engineer treated them so badly. One of the men informed, his Worship that the engineer threatened them with a revolver on the voyage from Manila to Kimberley in Western Australia. His Worship gave the defendants an opportunity of re-neging to their work, which all embraced with the exception of the seventh defendant, who said the chief engineer told him he was not wanted on board.

The summonses against the first six defendants were adjourned *vine die*, while the seventh defendant was sentenced to fourteen days' imprisonment with hard labour.

LANDSLIDE IN AMERICA.

HOUSES FALL 100 FEET.

A serious landslide occurred at Haverstraw, New York, on January 9. Eight houses were precipitated from a height of 100 feet into a clay pit attached to a brickyard, and 16 persons, some of whom were members of the leading families, were killed.

It is supposed that the slip was caused by the excavation of clay being carried to a point too close to the street. Most of the injured were in bed when the accident occurred. The debris of the houses caught fire and those who fell perished in the flames.

The water main was carried away, and the firemen were, therefore, practically helpless.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 8.30 a.m. on Sunday, the 11th Feb. and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 4 a.m. on Tuesday, the 13th Feb.

The S.S. str. *Empress of China* arrived in New York on Saturday, the 10th inst. The Boston S.S. Co.'s str. *Hyades* sailed from Shanghai on the 10th inst., and may be expected here to-day.

The Boston S.S. Co.'s str. *Trenton* sailed from Shanghai on the 10th inst. for Hongkong, and Manila.

The P. & A. str. *Arabia* left Moji on Saturday, the 10th inst., and may be expected to arrive here on the morning of the 16th inst.

The O.S.S. & C.M. str. *Yangtze* left Singapore yesterday morning, and is due here on the 17th inst.

HAMBURG.

[FROM OUR CORRESPONDENT.]

Jan. 9th.

GERMAN TRADE EXPANSION.

The annual report of the Chamber of Commerce which appeared as usual in the last week of December fully corroborates the Government pamphlet on the expansion of the trade of Germany of which I sent a short summary a month ago. It brings little that is new, so in order to avoid repetition, I confine myself to the reproduction of the opening passages and of a few short observations on the trade with China and Japan. The report begins by stating that the year under review has on the whole proved satisfactory, the general improvement in trade which set in in 1903 and continued throughout 1904 having made further progress, in spite of a feeling of uneasiness caused by political events. It may be attributed in part to the favourable result of the harvest, for, although the yield of the cereal and other crops was nothing out of the common, the prices obtained were good, owing to a less keen competition on the part of the United States. The activity in various industries was particularly marked in the second half of the year and might well have been thought to exceed the bounds of a healthy movement if it had not been for extensive orders from countries abroad, the import duties of which will be raised on the coming into operation of the new German Customs Tariff on March 1. That this may lead to an overstocking of the foreign markets and a consequent reaction later on, is highly probable, for the present, however, both manufacturers and the shipping trade of Hamburg have profited by it. The stringency of the money market testifies to the increasing want of capital by the commercial and industrial world.

CHINA AND JAPAN.

With regard to the trade with the Far East the report observes that it has hardly been affected by the Russo-Japanese war, nor by the subsequent peace; that business with the southern provinces of China has on the whole been unsatisfactory owing to the financial crisis in native banking circles, which, whilst causing the downfall of many Chinese firms and the locking up of much capital, compelled foreign merchants to exercise extreme caution and to restrict their credits. In Shanghai and the North, on the other hand, trade has been good, the demand on the part of the armies during the war and afterwards for supplies of all kinds necessitating constant large imports from Europe. The competition of Japan, however, is making itself felt everywhere and although, taking it altogether, the export business has been satisfactory, shipments to Europe have been curtailed by the requirements of that country.

German exports to Japan show an increase in most articles such as machinery, locomotives, nails, paper, artificial indigo, leather, textile fabrics and latterly sugar. The rice crop of the country had suffered severely from storms and inundations, although prices not to the extent it was at first feared; silk, on the other hand, has yielded a full supply, and in other articles trade has been on the usual scale. The financial system of Japan has stood the test of the war in a surprising manner; German firms have for the first time participated in the negotiation of loans for the Government.

THE COLONIES.

The German colonies are dealt with at some length and confidence is expressed in their future successful development. In laying the report before the “Ehrbarer Kaufmann,” the merchants' association of Hamburg, at the annual general meeting of that body on Dec. 30, the Chairman of the Chamber of Commerce, who presided, having dwelt on some of the more important points went on to say that he was sure all present shared the feelings of gratitude to which they had given expression in the concluding lines of their report, that after the grave apprehension entertained by the commercial community at one time as to the preservation of peace, all danger of a rupture now seemed averted. He noted with pleasure the endeavours made on both sides of the German Ocean to arrive at a better understanding and the growing conviction that the real duty incumbent on two such nations as the German and the English lay in free and peaceful commercial emulation and in their civilizing mission to distant races, and that feelings of mutual resentment, as had lately prevailed, were much to be deplored. The Chamber had always acted on those principles, and that they were equally held by influential bodies in the United Kingdom was shown by a most courteous invitation from the London Chamber of Commerce which they had much pleasure in accepting. “Both nations will best serve their own interests by seeking to obtain a correct knowledge of each other's characters and by endeavouring to learn from one another; out of this will arise increased mutual respect and esteem, the necessary postulates for amicable relations. Let us all, gentlemen, do our best to help in disseminating such views.”

RELATIONS WITH ENGLAND.

Another of our leading merchants then rose and said that it was difficult for people in Hamburg, where the commercial relations with Great Britain were of the closest, in many instances assuming the nature of personal friendship, to understand what were the reasons which could cause permanent unfriendliness between the two nations, or worse still, serious dissensions. An ill-advised press had poisoned the minds of the public in both countries, making people in England believe in hostile designs on the part of Germany, and *vice versa*. This was a dangerous state of affairs, as misguided public opinion might at critical moments throw

a heavy weight into the scales. It was, therefore, high time that this press feud should cease and that on both sides the voices of those should be heard, who possess an intimate knowledge of the other country and its people. He hinted with extreme satisfaction the public manifestations of more friendly feelings that had lately taken place in both countries, but so far Hamburg had not spoken, although it would be difficult to find in any other town so great a number of men thoroughly acquainted with the character of the English nation as had met on the present occasion, and he had no doubt that they all felt grateful for the opportunity afforded them to give utterance to the kindly feelings they entertained towards the English. As to the causes of the estrangement he was told that the augmentation of their naval forces had given umbrage to the British nation, but he could not conceive any rational Englishman denying them the right to build a fleet such as they required for the protection of their constantly growing maritime commerce. Therein lay no threat against England, just as little as they had ever believed the vast British fleet which was being still further increased to be a menace to Germany. Colonial jealousy was mentioned next. It was perfectly true that at a time when the fatherland was torn by political dissensions and not in a position to claim a share England had taken possession of the finest territories of the old and new world; but they had no reason to regret that it had been Great Britain and not some other power, for whereas in many other colonies the tendency was to restrict trade to that with the mother country, the British dependencies stood open to everybody, and many a Hanseatic merchant must feel grateful for the hospitable reception he had met with and still found there, and which in no slight measure had enabled him to carry German commerce and German shipping to all parts of the world and to find markets for the products of German industries abroad when the German naval colonies were still unknown on the ocean. On the other hand, German enterprise had contributed not a little to the prosperity of many of the British colonies. Trade rivalry was alleged as a third cause, but assuredly with little reason. They (the Germans) no doubt rejoiced at the enormous strides in advance their trade and industries had made during the last decades; in some instances the increase showed a greater percentage than the same branches of trade in England, but to accept percentages as a criterion was misleading; they had only to cast a glance at the report before them to find, for instance, that whilst the number of merchant steamers in Great Britain had during the last three months increased but 7 per cent, as compared with 10 per cent. in Germany, the actual gain in tonnage had amounted to 953,000 tons against 268,000 tons, thus widening instead of lessening the distance between the two. Be this as it may, the idea of attempting to suppress commercial competition by main force is a most unhappy one and fallacious, as it assumes that the economic interests of a country can be promoted most effectually by damaging those of a rival state, whereas in reality the prosperity of one country reacts favourably on that of others; no country sends more commodities to Germany than the United Kingdom and no country receives more goods from Germany than Great Britain and, with the exception of India, her colonies. From the time he had first entered business his chief competitors had been English merchants; but never during the many years he had resided in a British colony had commercial rivalry affected their friendly relations; they had discussed policies together under all kinds of political constellations, but the conclusion they invariably arrived at was this: Whatever other nations may do, the German and the English are commercial races, having a common interest in the maintenance of this policy of the open door. The idea never once entered their minds that serious complications could possibly arise, but the two great Teutonic and Protestant nations who had frequently fought shoulder to shoulder against a common foe, but had never met in hostile encounter. “In conclusion, gentlemen,” he said, “permit me to express the hope that the ill-feeling which is already subsiding, may shortly be, not only a thing of the past, but be consigned to oblivion for ever.”

Both speeches were heartily applauded by the audience, who rose from their seats in order to mark their entire approbation of all that had been said.

THE H. A. L.

I learn that the Hamburg America Line has secured a footing on the Nile by joining the “Anglo-American Nile Steamer & Hotel Company” in the formation of a new and financially more powerful company to be called “the Hamburg and Anglo-American Nile Co.” under the management of the Hamburg firm. It is stated that a number of new steamers for passengers and freight to be fitted out in the most approved style have already been ordered.

JAPANESE CONSULAR DEVELOPMENTS.

AN IMPORTANT NEW SCHEME.

It is to be expected that the next few months will witness considerable developments in not only the diplomatic, but also the Consular, service of Japan. This is a natural consequence of the growth of the country's commerce abroad, but our ally does not seem to be disposed to imitate the example of Western nations, and particularly of Great Britain, in the employment of foreigners to represent it.

Some sixty Japanese are to be sent out from Tokyo in the course of the present year to establish new Consular posts in Europe, the United States, Canada, and India. It is intended to provide half a million yen—about fifty thousand pounds sterling—in the next Estimates for the Foreign Department for this purpose, and it is of interest to know that this will allow for not only the salaries and expenses of the new officers, but for the expenditure of a considerable sum annually on the furtherance, through their agency, of Japanese interests abroad.

HO GRONG JOCKEY CLUB
RACE MEETING.

FIRST DAY.

Stewards.—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Admiral Sir George H. U. Noel, K.C.B., K.C.M.G.; His Excellency Maj.-Gen. Williams Hutton, C.B.; Commodore H. Pigot Williams, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; Lieut.-Col. A. E. Aitken, A. Balington, Esq.; The Hon. Mr. C. W. Dickson; J. A. Jupp, Esq.; Captain F. W. Lyons; E. W. Mitchell, Esq.; J. C. Peter, Esq.; E. W. Rutter, Esq.; and H. P. White, Esq.

Clerks of the Scales.—E. W. Rutter, Esq., and H. P. White, Esq.

Handicappers.—H. P. White, Esq., and Capt. F. W. Lyons.

Judge.—The Hon. Sir Paul Chater, Kt., C.M.G.

Starter.—C. H. Rose, Esq.

Second Starter.—J. R. Michael, Esq.

Timekeeper.—J. R. Michael, Esq.

Hon. Treasurer.—C. W. May, Esq.

Clerk of the Course.—T. F. Hough, Esq.

This annual race meeting opened at the Happy Valley yesterday. The weather was not all that could be desired, but though cold the rain kept off, and the interesting programme was carried through without a hitch. The event showed no falling off in popularity, and the large attendance from all classes of the community testified to the general love of sport. The races were held earlier this year in order to offer entertainment to H. R. H. Prince Arthur of Connaught on the occasion of his visit to the Colony, but the Royal benevolence made it impossible for him to give the meeting the patronage which he would in other circumstances have extended. Although from the racing point of view it was undesirable to have the meeting before the usual time, the trainers put in good work during the time at their disposal, with the result that the performances of the ponies excited anticipations and was thoroughly creditable to all concerned. Need not say, with such a staff of stewards and officials as mentioned above, the races were exceedingly well managed and no occasion was presented for adverse criticism.

The Race Course itself, with its recent improvements, looked exceedingly well. There was a place for everything and everything was in its proper place. The owners of horses had in their apartments where they dispensed hospitality, while the marshes catered for the multitude. Only the sunbath was required to invest the scene with its customary charm and temper the edge of the keen wind that blew across the course. However, even in these conditions the people were good-humoured, especially those who were fortunate enough to find that their fancy in placing money had alighted on a winner. In the centre, lining the railings, was a vast concourse of natives, whose hi-yahs mingled with the cheers and cries of the European populace.

Looking over the events of the day there can be no two opinions about the excellence of the sport. Yesterday's card embraced ten races and with few exceptions the issue hung in the balance till the horses had practically reached the winning post. This imparted the keenest interest to each event, and the finishes were naturally watched with considerable excitement. Contributing to this end was the operations of the "Pari Mutuel," now an established institution at this fixture. Judged by the fact that those in charge were kept well employed, it must have done a flourishing business. Some remarkable dividends were paid, the highest being \$49.60. In other ways there was a considerable turnover of money. Musical selections by the band of the 2nd Battalion West Kent Regiment under Bandmaster McKelvie enlivened the proceedings. The events of the day are here detailed.

THE WONG-NEI-CHONG STAKES. Value \$250. Second to receive \$100; and third \$50. For China ponies subscription griffins of this season 1905-1906. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Half a mile.

Mr G. H. Potts' Erl King, 10st 12lbs (Mr Burkill) 1
Mr Christian's Freckles, 10st 9lbs (Mr Hayes) 2
Mr E. Goetz's Rabbit, 10st 9lbs (Mr Mackie) 3
Major Parker & Mr Hamer's Blanche, 10st 4lbs, 5lbs allowed (Mr Hamer) 0
H.E. the Governor's Aconite, 10st 12lbs, 4lbs overweight (Mr Moller) 0
Mr D. Macdonald's Highland Chief, 10st 5lbs (Mr Alderton) 0
Mr Dryadust's Joriel Monk, 10st 2lbs (Mr Durep) 0
H.E. the Governor's Melinite, 10st 10lbs, 5lbs allowed (Mr Leslie) 0
Mr John Peel's Gabelbanze, 10st 7lbs, 5lbs allowed (Mr Gresson) 0

*Dead heat.

A false start took the ponies some way round the course, but in a second attempt they got well away, and kept together until the incline was reached. Here Aconite drew ahead and led to the village, at which place Erl King and Freckles came to the fore with Rabbit following in their wake. Coming up the straight, Aconite fell behind and Erl King and Freckles assumed the lead, maintaining it till the finish. Rabbit running second about two lengths behind. Time 1:05.4-5ths. The Pari-Mutuel paid on Erl King \$5.20, Freckles, \$6.10 and Rabbit \$13.50, dividend \$8.30.

THE VICTORIA STAKES. A sweepstakes of \$10 each with \$300 added. Second to receive \$100; and third \$50. For China ponies. Weight for inches as per scale. Bona fide griffins on date of entry allowed 5 lb. Subscription griffins of this season 1905-1906 allowed 10 lb. One mile.

Mr G. H. Potts' Heather King, 11st 4lbs (Mr Burkill) 1
Mr John Peel's Ca Canny, 10st 12lbs (Mr Johnston) 2
Mr Buxey's La France Rose, 10st 12lbs (Mr Hayes) 3
Mr P. Simcock's Mick, 11st 4lbs (Owner) 0

Ca Canny took up the position alongside the rails with La France Rose while Heather King was led to the post on the outer course. The field got a good start. Mick leading the field from Ca Canny with La France Rose and Heather King last. This was the position passing the stand. Heather King was hard held going up the back stretch. At the Bowington Ca Canny led the field by about one length with La France Rose second and Mick and Heather King running neck and neck a the rear. This was the position passing the fourth stand. At the bend La France Rose drew up on Ca Canny, and Mick led the field by a length from Heather King. La France Rose was whipped going up the incline, and soon drew neck to neck with Ca Canny. Heather King following close in their wake. Emerging from the rock, La France Rose was in the van with Ca Canny second and Heather King third. Continuing round the village, Heather King easily drew ahead, with Ca Canny and La France Rose running neck and neck for second place. Heather King went as he pleased in the home run and won in a canter by about 30 lengths, with Ca Canny second and La France Rose about three lengths behind third. Time, 2:14.4-5ths. The Pari-Mutuel paid on Heather King, \$5.10; and Ca Canny \$7.10; dividend \$6.10.

THE VALLEY STAKES. A Sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent. Second 20 per cent. and Third 10 per cent. For China Ponies subscription griffins of this season 1905-1906. Weight for inches as per scale. Three quarters of a mile.

Mr G. C. Moxon's Speculation, 10st 9lbs (Mr Johnston) 1
Mr Crickshank's Red Herring, 10st 12lbs (Mr Burkill) 2
Messrs T. F. Hough & R. Shevan's The Skirl, 10st 12lbs (Mr Mackie) 3
Mr A. Balington's Rover, 10st 9lbs (Mr Alderton) 0
129th Baluchis Subalterns' Pathan, 10st 11lb (Mr Hamer) 0
Mr Paul Chater's Wakelyn, 10st 9lbs (Mr Hayes) 0
Mr T. S. Forrest's Peobles, 11st 1lb (Mr Gresson) 0
Capt. W. Arbuthnot Leslie's Lythe, 11st 1lb (Mr Leslie) 0
Mr Magpie's Velocity, 10st 12lbs (Mr Humphreys) 0
Mr McIlroy's Eagle, 11st 1lb (Mr Durep) 0
H. E. Sir Matthew Nathan's Cordite, 10st 12lbs (Mr Moller) 0
Mr S. G. Newall's Sundial, 11st 12lbs, 4lbs overweight (Mr Cox) 0
Mr Smith's Nugget, 10st 12lbs (Mr Ingles) 0

Before this race started Gresson was thrown from Peobles, but fortunately not hurt. The riderless pony then galloped round the course, and was thus out of the race. Thirteen ponies faced the starter and got well away. Speculation taking the lead and being closely followed by Wakelyn and Red Herring. This order was maintained until the field passed the rock, and then Wakelyn sprang into first place, and was still in first position when passing the village. The order, however, was changed coming up the straight. Speculation rapidly drawing ahead, and winning by about six lengths with Red Herring second, and The Skirl, two lengths behind, third. Time 1:39.4-5ths. The Pari-Mutuel payments were—Speculation \$9.00, Red Herring \$12.10 and The Skirl \$33.20; dividend, \$27.10.

THE MAIDEN STAKES. Value \$500. Second to receive \$150; and Third \$50. For China ponies bona fide griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1905-1906 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr Buxey's Triumph Rose, 11st 1lb (Mr Hayes) 1
Mr G. H. Potts' Exchange King, 11st 1lb (Mr Burkill) 2
Mr Dargor's Old Boy, 11st 1lb (Mr Moller) 3
Mr Crickshank's New Boy, 11st 1lb (Mr Johnston) 0
Messrs Macdonald & Alderton's Barst, 10st 12lbs (Mr Robertson) 0
Mr Wingard's Kamloops, 11st 1lb (Mr Cox) 0
Kamloops took up a position by the rails and Triumph Rose had the outer running. After a bad start Kamloops took the lead with Exchange King second and Triumph Rose third. The three leaders raced neck and neck up the hill, at the top of which Triumph Rose headed the field with Exchange King close behind and Kamloops third. Triumph Rose increased her lead passing the village and in the straight ran anyhow, winning easily. Exchange King ran second and Old Boy third. Time, 1:37.3-5ths. The Pari-Mutuel—Triumph Rose \$4.00, Exchange King \$5.80, Old Boy \$11.10; dividend \$10.20.

THE FOREBOW CUP. Value \$300. Second to receive \$100; and Third \$50. For China Ponies. Weight for inches as per scale. Ponies who have run at any previous Meeting and not won a race and griffins allowed 5 lb. Subscription griffins of this season 1905-1906 allowed 7 lb. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Two miles.

Mr Wingard's Czardas, 11st 7lbs (Mr Cox) 1
Mr G. H. Potts' Norman King, 11st 1lb (Mr Burkill) 2
Mr D. Macdonald's Highland Laird (late Copper King), 10st 10lbs (Mr Alderton) 3
Mr Crickshank's Mikosh, 11st 1lb (Owner) 0
Mr Dryadust's Beanecke, 11st 4lbs (Mr Johnston) 0
Mr W. Ingles' Forward, 11st 1lb (Mr Ingles) 0
Mr Ellis Kadoorie's Lucky Chief, 10st 12lbs (Mr Moller) 0
Mr Buxey's Sunrise Rose (late Sunbeam), 11st 1lb, 5lbs overweight (Mr Hayes) 0

Sunrise Rose took up a position by the rails with Norman King alongside. The order past the stand for the first time was Lucky Chief first, Norman King second, while Czardas brought up the rear. At the back stretch Lucky Chief had a long lead, Beanecke following in second place and Norman King third. Going up the incline Lucky Chief led by about ten lengths, while Beanecke and Norman King headed the rest of the field. Lucky Chief maintained his lead as he passed the village, Beanecke and Norman King running as before. From the rear Sunrise Rose,

who was well ridden, was rapidly drawing to the fore. As the ponies passed the judge's box for the second time, Lucky Chief led by a good ten lengths, Beanecke being second, Norman King third and Sunrise Rose fourth. The field appeared to be hard held with the exception of Lucky Chief, who was making most of his lead, Norman King drew up to Beanecke and the two ran neck and neck. Going up the incline Czardas overtook Beanecke and Norman King and ran into second position. Czardas then assumed the lead, Norman King taking second place, and gradually drawing up with Czardas. Lucky Chief fell to the rear, and a grand struggle home was witnessed between Czardas and Norman King, the former winning by a length and a half, while Highland Laird ran third. Time 4:42. P. J. Motters of the Pari-Mutuel were—Czardas, \$7.20, Norman King \$6.40, Highland Chief \$13.70; the dividend on the winner being \$20.50.

THE GARRISON CUP. Presented by the Officers of the Garrison. Second to receive \$150; and Third \$50. For China Ponies bona fide griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1905-1906 allowed 7 lb. Winner of the Maiden Stakes 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. From the Two Mile Post once round and in.

Mr Ellis Kadoorie's Arab Chief, 10st 8lbs (Mr Moller) 1
Mr G. H. Potts' Emerald King, 11st 1lb (Mr Burkill) 2
Mr Buxey's Glorious Rose, 11st 1lb (Mr Hayes) 3
Mr Wingard's Rosthern, 11st 1lb (Mr Cox) 0
129th Baluchis Subalterns' Pathan, 10st 8lbs (Mr Hamer) 0

The field got a good start, Pathan taking the lead with Glorious Rose second and Emerald King third. The ponies closed in at the rock and continued in close order to the straight. There Arab Chief shot ahead and passed the winning post with two lengths to spare. Emerald King running second and Glorious Rose third. Time, 2:31. The Pari-Mutuel paid a dividend of \$70.60, and \$11.70 on Arab Chief, and \$7 on Emerald King.

THE CHINESE CLUB CUP. Presented. Second to receive \$100; and Third \$50. For China Ponies Subscription griffins of any Season. Weight for inches as per scale. Winners at previous Meetings barred. Previous winners at this Meeting 7 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. One mile.

Mr E. W. Mitchell's Zapeter, 11st 1lb (Mr Durep) 1
Mr S. G. Newall's Sundial, 11st 1lb (Mr Cox) 2
Mr G. H. Potts' Maori King, 10st 12lbs (Mr Burkill) 3
Mr Buxey's Common Rose, 10st 12lbs (Mr Johnston) 0
Mr Crickshank's Spring Chicken, 11st 1lb (Owner) 0
Mr Dargor's Dandelion, 11st 1lb (Mr Johnston) 0
Messrs T. F. Hough & R. Shevan's Halcyon Days, 10st 12lbs (Mr Mackie) 0
Mr A. C. Hyman's Sirocco, 10st 7lbs (Mr Johnston) 0
Mr D. Macdonald's Highland Star, 11st 1lb (Mr Johnston) 0
Mr Magpie's Soup Meat, 11st 12lbs (Mr Johnston) 0
Mr S. H. Michael's Rising sun, 11st 1lb (Mr Moller) 0
H. E. Sir Matthew Nathan's Shimocite, 10st 10lbs (5lbs allowed) (Mr Leslie) 0

Soupmeat made the pace at the start of this race, Maori King running second and Shimocite third. Common Rose drew to the front at the back stretch, and at the football stand Shimocite and Common Rose were running neck and neck for second place ten lengths behind Zapeter, who then assumed the lead at the rock, this being the order when the straight was entered. In the run home Zapeter was the first to pass the judge's box, with Sundial second and Maori King third. Time, 2:18.4-5ths. The Pari-Mutuel paid a dividend of \$34.60 and \$53.50 on Zapeter, \$11.10 on Sundial, and \$6.50 on Maori King.

THE LUSITANO CUP. Presented by the Members of the Club Lusitano. For China ponies bona fide griffins on date of entry. Second to receive \$100; and Third \$50. Weight for inches as per scale. Subscription griffins of this season 1905-1906 allowed 7 lb. Previous winners 7 lb. extra. Entrance \$10. One mile.

Mr G. H. Potts' Sycoe King, 11st 1lb (Mr Burkill) 1
Mr Buxey's Spotted Rose, 11st 4lbs (Mr Hayes) 2
Messrs T. F. Hough & R. Shevan's The Quail, 11st 4lbs (Mr Mackie) 3
Mr Buxey's Himalaya Rose, 11st 1lb (Mr Johnston) 0
Mr Crickshank's New Day, 11st 1lb (Owner) 0
Mr D. Macdonald's Highland Man, 11st 4lbs (Mr Johnston) 0
Mr Ellis Kadoorie's Corcoran King, 10st 12lbs (Mr Moller) 0

After three false starts the ponies got away. Spotted Rose leading with Corcoran Chief second and Himalaya Rose third. Sycoe King, hugging the rails, drew up to Spotted Rose and then shot past leading by two lengths, when at Bowington, with Himalaya Rose third. At the football stand Sycoe King led by a neck from Corcoran Chief with New Day third and Spotted Rose fourth. The field bunched when passing the rock, but as the village was passed Sycoe King led with Corcoran Chief second and Himalaya Rose third. Sycoe King made the most of his lead from Corcoran Chief and ran home an easy winner, Spotted Rose being second and The Quail about two lengths astern. Time, 2:17.4-5ths. The dividend paid was \$21.80; Sycoe King paid \$7.30, Spotted Rose \$7, and The Quail \$14.80.

THE HONGKONG CLUB CUP. Presented by Members of the Hongkong Club. Second to receive \$150; and Third \$50. For China Ponies. Weight for inches as per scale. Griffins allowed 5 lb. Subscription griffins of this season 1905-1906 allowed 10 lb. Previous winners at this Meeting 5 lb. extra. Entrance \$15. One mile and a half.

Mr Buxey's Coronet Rose, 11st 1lb (Mr Hayes) 1
Mr Dargor's White Blaze, 11st 1lb (Mr Moller) 2
Father O'Flynn's Donnybrook, 11st 1lb (Mr Gresson) 3

Mr Buxey's Fortune Rose (late Pansomaker) 11st 4lbs (Mr Johnston) 0
Mr Crickshank's Mikosh, 11st 1lb (Mr Crickshank) 0

At the start Fortune Rose took the lead, with Mikosh second and Coronet Rose third. Passing the rock, Fortune Rose increased her distance from the others, and Donnybrook made her way to the forefront of the bunch. Fortune Rose still outdistanced the others as they galloped round the village, and maintained her lead as she passed the winning post for the first time, Donnybrook running second and Mikosh third. When a little further round, however, the leader pulled off the course, and the others sped on, leaving his jockey wrestling with him. Donnybrook led past the football stand, the others following in a pack behind. When going up the incline White Blaze made her way to the front and Mikosh fell to the rear. Coronet Rose assumed the lead passing the village, and kept it until the winning post was passed, White Blaze being about two lengths behind and Donnybrook, who ran third, was another eight lengths behind the second horse. Time, 3:32.3-5ths. A dividend of \$15.40 was paid by the Pari, and \$6 on Coronet Rose and \$6.80 on Mikosh.

THE COMMONS CUP. Presented by Commodore Charles G. Dickson, R.N. Second to receive \$100; and Third \$50. For China Ponies Subscription griffins of this Season 1905-1906. Weight for inches as per scale. Previous winners barred. Unplaced Runners and Jockeys who have never had a winning amount allowed 5 lb. Allowances accumulative. Entrance \$10. Five Furlongs.

Mr Paul Chater's Wakelyn, 10st 4lbs (Mr Hayes) 1
H. E. Sir Matthew Nathan's Cordite, 10st 10lbs (Mr Moller) 2
Mr Smith's Ingot, 10st 12lbs (Mr Johnston) 3
Mr Crickshank's Red Herring, 10st 12lbs (10lbs allowed) (Mr Crickshank) 0
Mr A. Balington's Rover, 10st 4lbs (Mr Robertson) 0

Mr E. Goetz's Rabbit, 10st 9lbs (10lbs allowed) (Mr Mackie) 0
Mr Magpie's Velocity, 10st 2lbs (Mr Humphreys) 0
Mr Medico's Soncend, 10st 12lbs (Mr Johnston) 0
Mr McIlroy's Eagle, 10st 10lbs (Mr Durep) 0
Mr Meland's Pifot, 10st 10lbs (Mr Simcock) 0
H. E. Sir Matthew Nathan's Aconite, 10st 12lbs (Mr Leslie) 0
Mr G. H. Potts' Gipsy King, 11st 1lb (Mr Burkill) 0
Mr Wingard's Brockville, 10st 4lbs (Mr Gresson) 0

Thirteen ponies faced the starter, and the field ran well together until going down the incline, when Wakelyn and Cordite made the pace. Cordite was to the front for a time, but was superseded by Wakelyn coming up the straight, the latter horse passing the winning post first by about a head. Ingot ran third about three lengths behind. Time, 1:22. The Pari-Mutuel paid on Wakelyn \$9.50, on Cordite \$17.00, and on Ingot \$14.40; dividend \$28.

Velocity after going about 50 yards swerved out on the outside, knocking down several rails, stumbled and threw his rider, H. Humphreys, who fell against a rail and cut his head badly. It has since been stitched up. Pony and rider were none the worse.

COAL IN THE PHILIPPINES.
SATISFACTORY RESULTS OBTAINED.
The coal measures are made up of alternating beds of shales, sandstones, clay, and black lignite or lignito-bituminous coal, besides a few small bands of limestones in their lower horizon. As many as five different beds of fuel have been distinguished. These measures increase in thickness, but apparently grow more and more barren of coal towards the north shore. A little south-west of Calauaga Bay, the eastern one of the two major indentations on the north shore, a Spanish company has operated within the past ten years, first mining coal by means of expensive Spanish labour and later (1903-4) with the help of Japanese. Here, says the Engineering Magazine, the maximum thickness of coal seams examined is about 5 feet; but near the south shore, towards the western end of the island, 20 feet of coal was penetrated by a drill; and at the apex of this anticline there is an abnormal accumulation of over 30 feet of mineral fuel. However, the greatest normal thickness of any seam on the island, measured at the surface, did not exceed 8 feet.

Of the just stated thickness at the outcrop was the "Big Tree" seam, from which a sample lot of ten tons gave highly satisfactory results when thoroughly tested on board the U. S. army transport Wright, late in April, 1904. Compared with the Kibima coal from Japan, tried almost simultaneously under identical conditions, the Batan coal was found to contain 25 per cent. more lump, to produce the same speed of 13.3 knots per ton per hour, to yield less dark smoke, and to leave no clinkers instead of 19 per cent. There was also less work involved in firing with the Batan fuel, owing to its superior cleanliness, low ash content, and little waste.

DEATH OF A SPECIAL SERVICE OFFICER.

Captain William Daniel McSwiney, late of the 7th Dragoon Guards, who died at 12, Oxford-street, W., on 5th inst., after a long illness, was an accomplished Russian scholar, and, indeed, a linguist of unusual attainments, for besides Russian he had qualified in Chinese, Arabic, French, and German. He was a special service officer with the China expeditionary force of 1900-01, and his tact and reliability in circumstances of great difficulty and delicacy by Sir Edmund Dargor, chief of the staff of the expeditionary force. He was railway staff officer at Tientsin during the Anglo-Russian railway dispute, an incident which drew from the late Lord Hardwicke in the House of Lords the warmest commendation of the tact and self-control displayed by the British officers on the spot; and he acted as interpreter in Russian at the court of inquiry on the shooting of a Russian peasant by a Royal Marine. From China Captain McSwiney proceeded to South Africa, and there took part in the operations. In addition to war services, Captain McSwiney did valuable work as an intelligence officer in Persia in 1890-91, and in China, Manchuria, and Siberia in 1898-99. His work in the Far East earned the thanks of the Secretary of State. When he entered the Regular Army Captain McSwiney resigned a captain's commission in the Militia to enlist in the ranks of the 13th Hussars, from which he was gazetted, after two years and 65 days' service as a private and non-commissioned officer, to a commission in the 7th Dragoon Guards.

LONG. HING & CO.
IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

N. & G. SPECIAL B. PLATE CAMERA, Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case	\$300.00
N. & G. "NIDIA" POCKET CAMERA, 1 PLATE, Fitted with ROSS Homocentric Lens and Leather Case	135.00
ROSS FOCAL PLANE CAMERA 1 PLATE, with 3 Dark Slides and Leather Case	140.00
No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens	140.00
" 4 SCREEN FOCUS " " " " "	140.00
" 4 CARTRIDGE " " " " "	135.00
" 3A. FOLDING POCKET " " " " "	135.00
" 3 " " " " " " "	120.00

JUST LANDED,
GUICHARD POTHERET & FILS.
SPARKLING RED BURGUNDY.

PER CASE 12 BOTTLES	\$32.00
" 24 BOTTLES	\$34.00

SOLE AGENTS:
H. PRICE & CO.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

AN ANTI-ALIEN CHAMPION.
[By "Sub Rosa" in the Morning Leader.]

I think it is rather interesting to find that the great British patriotic anti-alien party have selected as the opponent of Capt. Norton, in West Newton, a gentleman named Raphael Bellios—a Jew born of Greek parents at Hongkong. The name Raphael Bellios is no doubt held in high esteem in Hongkong, and in other parts of the world; nor have I a word to say against it. My only comment is that it is a curious name for a man who is to take up the anti-alien agitation, which is in reality an anti-Semitic movement.

I entirely object to men being assailed by cause of their faith or race, and I think that of all the mean and unworthy tricks that the elegant Prime Minister played last session, the lowest and the poorest was this—he saw that his Government was becoming more and more unpopular, and so he tried to gain a little popularity by starting an anti-Semitic campaign. It is the sort of appeal which always takes on among the masses of the population of any country, and Mr. Balfour played down to the masses. Let me repeat that I detest such methods—there are no doubt offensive Jews, and it is quite certain that there are offensive Gentiles; but to attack a whole race is unworthy of any man of liberal thought, though apparently it is "not unworthy of the genial, chivalrous, and beaming" Prime Minister.

While I hold, and hold very firmly, to these views about the contemptible conduct of those who, in this country or in any country, seek to stir up popular passion against the Jews, I must be allowed a smile when the champion of this cause of keeping all aliens out of this country trips forward in the person of Mr. Raphael Bellios, son of Mr. Emanuel Raphael Bellios, a gentleman born in Hongkong, and combining in himself, no doubt, many of the brilliant and attractive qualities which have made Greeks and Jews such universal favourites. I was discussing this topic with a learned gentleman the other night, and he said that one savage misanthrope had concocted the following proverb—"God in His anger made Greek; God in His anger made Jew; but God in His infinite mercy never made a Greek Jew"—the suggestion being that such a creature would be too much for suffering mankind.

That, of course, is only a snarl of an outworn anti-Semitic, and yet it fairly expresses a sort of stuff that has been raved and raved of late in the East-end of London the Tory party. It is their only sense of a policy, their only cry. The Jew is the enemy—we are all invited to join on him, to read him, to cast him out. What about the Jews?" yelled the audience.

Mr. Chamberlain addressed the Limpsop meeting, and of course he lent himself to the game of fanning the flame of racial hatred. And now, forsooth, their champion in working-class London constituency is Mr. Raphael Bellios, a Greek Jew from Hongkong, such a gentleman may be a very good candidate for Parliament—I cannot say, for I do not know—but I cannot understand a man of that faith and race joining a party which is constantly reviling his people, a party who leader last session tried to raise an anti-Semitic level in order to gain a little temporary popularity.

COAL IN THE PHILIPPINES.
SATISFACTORY RESULTS OBTAINED.

The coal measures are made up of alternating beds of shales, sandstones, clay, and black lignite or lignito-bituminous coal, besides a few small bands of limestones in their lower horizon. As many as five different beds of fuel have been distinguished. These measures increase in thickness, but apparently grow more and more barren of coal towards the north shore. A little south-west of Calauaga Bay, the eastern one of the two major indentations on the north shore, a Spanish company has operated within the past ten years, first mining coal by means of expensive Spanish labour and later (1903-4) with the help of Japanese. Here, says the Engineering Magazine, the maximum thickness of coal seams examined is about 5 feet; but near the south shore, towards the western end of the island, 20 feet of coal was penetrated by a drill; and at the apex of this anticline there is an abnormal accumulation of over 30 feet of mineral fuel. However, the greatest normal thickness of any seam on the island, measured at the surface, did not exceed 8 feet.

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WONDERFUL CURE OF SORE HANDS

After Most Awful Suffering Ever Experienced—Eight Doctors and Many Remedies Failed to Do a Cent's Worth of Good.

**THANKS TO CUTICURA
IT IS ALL OVER NOW**

"I was troubled with sore hands, so sore that when I would put them in water the pain would nearly set me crazy, the skin would peel off and the flesh get hard and break, with blood flowing from at least fifty places on each hand. Words could never tell the suffering I endured for three years. I tried eight different doctors, but none did me any good, as my hands were as bad as when I began. I also tried many remedies, but none of them ever did me one cent's worth of good. I was discouraged and heart-sore. I would feel so bad morning, to think I had to go to work and stand the pain for ten hours, I often felt like giving up my position. I would have to wrap every finger up separately, so as to try and keep them soft, and then wear gloves over the rags to keep the grease from getting on my work. I had to wear gloves at night, in fact, all the time. But thanks to Cuticura, that is all over now. After doctoring for three years, and spending much money, a single box of Cuticura Ointment ended all my sufferings. It's been two years since I used any, and I don't know what sore hands are now, and never lost a day's work while using Cuticura.—Thomas A. Clancy, 310 North Montgomery St., Trenton, N.J."

**ONE NIGHT TREATMENT
For Sore Hands and Feet
with Cuticura.**

Soak the hands or feet on retiring in a strong, hot, creamy lather of Cuticura Soap. Dry and anoint freely with Cuticura Ointment. Don't know what sore hands are now, and never lost a day's work while using Cuticura.—Thomas A. Clancy, 310 North Montgomery St., Trenton, N.J."

Cuticura Soap, Ointment, and Pills are sold throughout the world. Write for a free sample of Cuticura Soap, Ointment, and Pills to The Cuticura Company, 150 N. 2nd St., Philadelphia, Pa., U.S.A.

THE CHINA FIRE INSURANCE CO., LIMITED.
NOTICE.

FROM this date, and during the absence of Mr. Geo. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

A. G. WOOD, Chairman.
Hongkong, 31st January, 1906. 309

PROPOSALS FOR FRESH VEGETABLES.

HEADQUARTERS PHILIPPINES DIVISION, OFFICE CHIEF COMMISSARY, Manila, P.I., February 10, 1906.
SEALED PROPOSALS, in triplicate, to be received at this Office until 11 o'clock A.M., TUESDAY, April 10, 1906, at which time and place they will be opened in the presence of attending bidders, for the furnishing and delivery to the Subsistence Department at Manila, P.I., of such quantities of fresh potatoes and fresh onions as may be required during the period from July 1, 1905, to October 31, 1906, both dates inclusive. Deliveries to be at such times and in such quantities as may be required. About 750,000 pounds of potatoes and about 144,000 pounds of onions will be required per month. The accepted vegetables will be admitted free of customs duties. Each proposal must be accompanied by a bidder's guarantee in the amount of \$5,000.00, or by a certified check for that amount on a bank of approved standing in Manila. The bidder to whom award is made will be required to give bond the penalty of which will be fixed by the Chief Commissary. Blank forms for proposals, copies of advertisement and specifications, bidder's guarantee, and all necessary information can be obtained on application to this Office. Envelopes containing proposals should be marked "Proposals for Fresh Vegetables to be opened April 10, 1906," and addressed to the undersigned, A. L. SMITH, Colonel, A.C.G., U. S. Army, Chief Commissary. 400

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters The Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: PIONEER. Codes: A.B.C. 5th St. Lister's.

P.O. No. 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

GOOD HOUSE, Partly Furnished. Hill District. Apply—**"K."** Office, Hongkong, 13th February, 1906. [406]

BOARD AND RESIDENCE.

GENTLEMAN wishes to join English Family as paying guest. Please state terms, etc. Apply to—**"W. L."** Office, Hongkong, 13th February, 1906. [410]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the OFFICES of the COMPANY, King's Buildings, Connaught Road, on **WEDNESDAY**, the 7th day of March 1906, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1905, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st February to the 7th March, both days inclusive.

JARDINE, MATHESON & CO., General Managers. Hongkong, 13th February, 1906. [411]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach, will be despatched for the above Ports on **THURSDAY**, the 13th inst. at 10 a.m.

For Freight or Passage apply to **DOUGLAS L. CHAIK & CO.**, General Managers. Hongkong, 13th February, 1906. [412]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 14th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th inst. will be subject to sale.

All Claims against the Steamer must be presented to the undersigned on or before the 17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 12th February, 1906. [9-10]

DOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED

on **THURSDAY**, 15th inst.

For Terms for Boarders or Day Scholars, apply to **THE HEADMASTER**. Hongkong, 12th February, 1906. [494]

A SELECT DAY SCHOOL.

THREE University Trained Foreign

Teachers and Capable Chinese Teachers. Careful supervision and individual attention assured. Both **ENGLISH** and **CHINESE** taught. Special attention given to Conversational English. Only a limited number can be admitted. School Opens February 14th.

Write for catalogue or apply at once to **F. O. LEISER, Head Master**, Chinese Y.M.C.A., 25, Des Voeux Road, Central, Hongkong, 6th February, 1906. [358]

DANCE PROGRAMMES.

FOR PRIVATE AND PUBLIC DANCES

MENU CARDS.

NEWEST DESIGNS.

Specimens and Quotations forwarded on application to **THE PRINTING DEPARTMENT**, "Daily Press" Office. Hongkong, 16th December, 1905. [2844]

AUCTION

PUBLIC AUCTION

THE Undersigned have received instructions from the Hon. THE HARBOUR MASTER, to sell by Public Auction,

TO-DAY (TUESDAY), the 13th February, 1906, at 10.30 a.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Lee House Street),

Five Cases **RIFLES** and **EXPLOSIVES**. N.B.—Impeding Orders can be had on application at the Government Gunpowder Depot, Green Island.

TERMS—As usual. **HUGHES & HOUGH**, Government Auctioneers. Hongkong, 6th February, 1906. [365]

PUBLIC COMPANY
EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

New York, December 14th, 1905.

TO THE POLICYHOLDERS:

I had hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you.

On June 9th last, under the condition that I should have full power as to men and methods, and with no pledges of any kind to any one, I was elected by the Directors of the Society as **CHAIRMAN of the BOARD**, and at once assumed the active management of the Society's affairs.

Soon after I was elected **PRESIDENT of the SOCIETY** and the Office of Chairman was abolished.

One of the first acts of my administration was the employment of Messrs. Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messrs. Haskins & Sells, certified public accountants of New York, to investigate the affairs of the Society, under directions to render complete and exhaustive reports on the following subjects:

1. The Society's annual expenses, including legal expenses, advertising expenses, agency expenses, and cost of securing business.

2. The real estate investments of the Company, including in the case of each parcel the value at which it is carried upon the books of the Society; the income which it yields; and the fair valuation of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, real estate experts may be employed in ascertaining the value and income of the real estate, subject, of course, to my approval as to men and terms.)

3. The other investments of the Society; their character; and the circumstances under which they have been made.

4. The Society's surplus and the manner in which it is carried upon the books of the Society.

5. The methods of keeping the Society's accounts, and the respects in which its accounting may be improved.

6. The relations between the Society and the trust companies, banks, and other companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise. (In the case of every corporation in which the Society has a dominant or important interest, or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practicable.)

7. The subjects covered by the report of the Investigating Committee of which Mr. Erik was Chairman should be fully investigated.

8. When the report of the New York Superintendent of Insurance has been made that report should be carefully studied and every matter covered by it or by the recommendations of the Commissioner should be carefully examined.

Subsequently a still more elaborate plan of investigation was agreed upon with these accountants and I doubt if any American insurance company ever before had such an exhaustive examination.

It has taken a large force of men five months to ascertain the exact financial status of the Society, now fully exposed by the balance sheet transmitted with the following note and read on pages 6 and 7.

New York, November 25th, 1905.

MR. PAUL MORTON, President,

The Equitable Life Assurance Society of the United States, 130, Broadway, New York.

DEAR SIR:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far completed, that we are now in a position to furnish you with a Balance Sheet showing the true Financial Position of the Society, September 30th, 1905.

The Assets of the Society as claimed and verified to be on hand, and amounted to value of \$116,166,310.10 as shown by the Balance Sheet.

The Surplus over and above all Liabilities amounted to \$67,142,865.42.

A conservative revaluation of the Assets including a re-appraisal of all the real estate owned by the Society or covered by mortgage held by the Society, has resulted in a reduction in certain of the values adopted in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Your very truly,

(Signed) **PRICE, WATERHOUSE & CO.**, Chartered Accountants.

(Signed) **A. LOWES DICKINSON, F.C.A., C.P.A.**, HASKINS & SELLS, Certified Public Accountants.

(Signed) **ELIJAH W. SELLS, C.P.A.**

You will be gratified to learn:

(1) That all the assets claimed by the Society are of a high grade, and are conservatively worth \$116,166,310.10.

(2) That, over and above all liabilities, the surplus is \$67,142,865.42, about seven-eighths of which is a fund for dividend and existing deferred dividend policies at the end of their accumulation periods.

(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

The decrease in the value of assets is chiefly in real estate which was carried at prices too high, and in shares of certain financial institutions which were carried at market prices based on transactions which were deemed by the accountants to be excessive.

REINFORCEMENT

Economies amounting to \$601,000.00 a year have already been introduced, which if capitalized on a four per cent. basis would be equivalent to an additional investment of over \$15,000,000. This more than covers the marking down of assets. I expect to institute still further economies of a radical character.

RESTITUTION.

Under the past management transactions involving the expenditure of large sums of money have been carried through frequently without any proper authority of the Board of Directors and with very meagre bookkeeping so that it has been difficult in many instances to secure explanation of certain transactions which have taken place during the last ten years, some of which involve a financial loss to the Society.

The liabilities discovered by the Society, and the amounts restored to the Society approximate \$31,000,000, and legal proceedings have been instituted for the recovery of considerable additional sum.

PUBLIC COMPANIES

ANNUAL AUDIT.

It will be the policy of the new administration of the Society to insist on an independent audit of its accounts as to its financial condition, once each year, the result of which will be published.

NOMINATION OF DIRECTORS.

Under the change in ownership of a majority of the stock, the shares were at once put in trust and Directors are now nominated by the trustees.

—Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. George Westinghouse. Thirteen Directors are chosen annually, and the Trustees will each year offer an opportunity to the policyholders to express their preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS.

It will be the policy of the Society hereafter not to make contributions to political campaigns. It is my opinion that we have no right to use the funds of the Society for any such purpose.

REAL ESTATE INVESTMENTS.

In the last ten years this Society has loaned over \$1,200,000 on real estate mortgages, mostly in large cities. Only in six of these cases has it had to take property under foreclosure and in these six instances the property was sold so as to not a profit. It will continue to be the policy of the Society to make investments of this description.

COST OF INSURANCE.

This very essence of life insurance is safety and this can be secured only by reasonable premiums.

A great many Equitable policyholders are doubtless asking themselves the question whether it will pay them to continue their policies. To such I wish to say most emphatically that my investigation of the affairs of the Society has convinced me that there is no cheaper way for the policyholders of the Equitable to have sound life insurance than by retaining their policies. As I have pointed out, the surplus of over \$67,000,000, are safely invested upon a basis which renders an excellent rate of interest upon the revised valuations, and I expect in due time to accomplish such economies that the cost of administration and securing new business will be reduced to the lowest possible basis consistent with safety and efficiency. I accordingly believe that by continuing your policies in the Equitable you will receive life insurance at the lowest cost consistent with safety.

I therefore advise you to continue to pay your premiums, to allow your policies to lapse will be doing your own injustice. Your contracts with this Society are as safe and sound as anything earthly can be. Where lapses have already occurred the agents of the Society will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905.

I congratulate you and all policyholders in solvent concerns on the reformatory results to the agitation of the past year. This Society alone has undergone four separate investigations since January 1st. The extraordinary legal and other expense entailed thereby is amply compensated for by the enforced restitutions and checked waste heretofore referred to and by the final assurance you now have of the wealth and solvency of your Society. I am convinced that this and other investigations and the resulting stimulation of discussion have attracted public attention to the impracticability of established concerns like the Equitable more effectively than could have been done by any other means. While these investigations may have been destructive individual reputations, the utility of life insurance has been more fully demonstrated than ever before. There will be no effort by the new administration to have the biggest company in the world; the effort will be to make it the best and safest. Conservative lines will be followed. It will be the policy not to solicit or secure new business at the expense of the old.

SHEWAN, TOMES & CO., General Managers. Hongkong, 6th February, 1906. [362]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY**, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 2nd February, 1906. [331]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

REGISTER OF SHARES of the Corporation will be CLOSED from **SATURDAY**, the 10th day of February, to **MONDAY**, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 2nd February, 1906. [333]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Street, on **MONDAY**, the 24th day of February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 23rd February, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary. Hongkong, 1st February, 1906. [319]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY

MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, The Royal Bank, Victoria, on **THURSDAY**, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order.

C. PEMBERTON, Acting Secretary. Hongkong, 10th February, 1906. [399]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

T. ARNOLD, Secretary. Hongkong, 25th January, 1906. [280]

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LTD.

THE TWENTY-FIFTH ORDINARY

ANNUAL MEETING of Shareholders will be held at the Offices of the General Managers, at 12.30 p.m. on **THURSDAY**, 15th February, to receive a Statement of the Company's Accounts to 31st December, 1905, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 15th February, both days inclusive.

JARDINE, MATHESON & CO., General Managers. Hongkong, 30th January, 1906. [301]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Offices of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on **FRIDAY**, the SIXTEENTH day of FEBRUARY, 1906, at 12 Noon, for the purpose of considering and if thought fit passing the proposed special Resolutions. Should the said Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated the 25th January, 1906.

By Order of the Board.

JAMES WHITTALL, Secretary.

RESOLUTIONS:

(1) That the Articles of Association of the Company be altered in the following manner:

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 31st April 1905, no further or other Statements of the Accounts of the Company for the year 1905, shall be called for by or presented to the Shareholders in respect of Article 130 as this day substituted.

GREEN ISLAND CEMENT CO., LD.

THE SEVENTEENTH ORDINARY

ANNUAL MEETING of Shareholders in the Company will be held in the OFFICE of the General Managers, St. George's Building, Victoria, on **SATURDAY**, 24th FEBRUARY, 1906, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from **TUESDAY**, the 20th February, until **SATURDAY**, the 24th February, both days inclusive.

SHEWAN, TOMES & CO., General Managers. Hongkong, 6th February, 1906. [362]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on **SATURDAY**, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 2nd February, 1906. [331]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

REGISTER OF SHARES of the Corporation will be CLOSED from **SATURDAY**, the 10th day of February, to **MONDAY**, the 24th day of February, 1906, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1905.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager. Hongkong, 2nd February, 1906. [333]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the OFFICES of the COMPANY, Queen's Buildings, New Street, on **MONDAY**, the 24th day of February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary. Hongkong, 1st February, 1906. [319]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY

MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, The Royal Bank, Victoria, on **THURSDAY**, the 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd instant to the 8th proximo, both days inclusive.

By Order.

C. PEMBERTON, Acting Secretary. Hongkong, 10th February, 1906. [399]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

T. ARNOLD, Secretary. Hongkong, 25th January, 1906. [280]

INTIMATIONS.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business at 11.45 a.m. **TO-DAY (TUESDAY)** and **TO-MORROW (WEDNESDAY)**, the 13th and 14th instants.

Hongkong, 7th February, 1906. [374]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

IT IS HEREBY NOTIFIED that **FIRE INSURANCE OFFICES**

TO LET

TO LET

BARROW TERRACE, (Kowloon) Nos. 1, 2, 4, 5, 6, 7 and 8.
SEYMOUR ROAD LOWER, Nos. 27 & 28.
CAINE ROAD, No. 57 and 58.
STONEHAVEN, Robinson Road, No. 35.
TANG YUEN, McDonnell Road, No. 18 (2 Rooms).
ICE HOUSE STREET, No. 4 (1st & top Floors, 4 Rooms each floor).
WANCHAI ROAD, No. 94 (a Spacious Godown).
PRAYA EAST, No. 50 (Godown).
 Apply to—
SAM WANG CO. LD.,
 51, Queen's Road Central,
 Hongkong, 6th February, 1906. 356

TO LET

A T QUEEN'S BUILDINGS, the Offices (Ground Floor) lately occupied by Hamburg-Amerika Linie.
 Apply to—
SIEMSEN & CO.,
 Hongkong, 30th January, 1906. 129

TO LET

SUITABLE for Office, ONE ROOM in Prince's Buildings.
 Apply to—
LAUTS, WEGENER & CO.,
 Hongkong, 4th March, 1905. 84

TO LET

NEW "KINGSCLERE" with Stables, entrance in both Kennedy and Macdonnell Roads.
 For full particulars, apply to—
LINSTEAD & DAVIS,
 Alexandra Buildings, 3rd Floor,
 Hongkong, 17th February, 1906. 82

HONGKONG CLUB

TO LET

TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
 Secretary.
 Hongkong, 1st June, 1905. 110

TO LET

NO. 1, DES VUEX VILLAS, Peak.
 Nos. 5, 6 & 21, BELILIOS TERRACE.
 No. 2, DES VUEX VILLAS, Peak.
 No. 3, COLLEGE GARDENS.
 No. 4, ALBANY.
 "KAIRNSFOOT", 31, Robinson Road.
 Furnished for 6 months. With Electric Light and Fan.
 "BROCKHURST", Peak, from 1st March, 1906.
 24, BELILIOS TERRACE, Corner House, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.
 2nd FLOOR in Central position, containing Four Large Rooms, Auto-room and Lavatory &c., with use of Electric Lift. Well suited for Offices.
 Apply to—
LINSTEAD & DAVIS,
 3rd Floor, Alexandra Buildings,
 Hongkong, 7th February, 1906. 181

TO LET

NO. 1, RIFON TERRACE.
 No. 5, CLIFTON GARDENS, Conduit Road.
 No. 6, CLIFTON GARDENS.
 OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
 GODOWNS: PRAYA EAST.
 A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. HOUSES in MORTON TERRACE.
 Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.,
 Hongkong, 13th January, 1906. 177

TO LET

GODOWN, No. 3, NEW PRAYA, Kennedy Town.
 Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO. LD.,
 Hongkong, 28th June, 1905. 178

TO LET

NO. 74, CAINE ROAD.
 No. 2, MACDONNELL ROAD.
 Apply to—
COMPRADORE'S DEPARTMENT,
 Nippon Yusen Kaisha.
 Hongkong, 3rd June, 1905. 180

TO LET

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.
 Apply to—
WONG CHEE SANG,
 Care of YEE SANG FAT & Co.,
 Hongkong, 30th November, 1905. 107

TO LET

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shevan, Tones & Co.'s Offices, Ground Floors and Top Floors with Godowns can be let separately on lease.
 Apply to—
CHUNG SHUN KOO,
 First Floor, No. 10, Queen's Road Central,
 Hongkong, 18th July, 1905. 181

TO LET

SPACIOUS GODOWN, Central position.
 Apply to—
X. X. X.,
 Care of "Daily Press" Office,
 Hongkong, 22nd December, 1905. 195

TO LET—FURNISHED

FROM beginning of April the Well-Furnished 6-Room 1-House, Peak No. 149, near Magazine Gap.
 Apply to—
"R. H.",
 Care of "Daily Press" Office,
 Hongkong, 13th February, 1906. 176

TO LET

NO. 15, KNITSFORD TERRACE KOWLOON.
 Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.,
 Hongkong, 2nd December, 1905. 177

CONSTIPATION.

To ensure a natural movement of the bowels, it is most important to take plenty of exercise every day. Many men and women don't do this, and they become more or less constipated, sometimes going two or three days without a passage from the bowels. This is a very serious thing, not only because constipation makes one thin and blood impure, but because the prolonged pressure of waste matter in the bowels strains the muscular walls, eventually paralyzing them, so that instruments have to be used to remove the impurities.

Those who cannot get enough exercise, or whose work is sedentary, should use Doan's Dinner Pills, which are made from pure roots and herbs that act on the bowels, invigorating the muscular walls, and toning up the nerves, liver, stomach, and whole digestive organism. Doan's Dinner Pills soften the mass of clogging waste, prevent piles, and inflammation of the intestines, and they cure sluggish liver, indigestion, biliousness, headache, poor appetite, impoverished blood, and every symptom of liver, stomach, or bowel trouble.

Doan's Dinner Pills are 1, 1 1/2, 2, 3, 4, 5, 6 boxes for 60. Of all chemists and medicine-dealers, or direct from the proprietors, The Doan Medicine Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price. Doan's Dinner Pills are every form of itching skin disease—Eczema, Ringworm, Itching Piles, etc. The price of Doan's Ointment is 2/6 a pot, or 13/6 for 6 pots, and it is sold by all chemists, or may be had direct, post free on receipt of price from the proprietors, The Doan Medicine Co., 8, Wells Street, Oxford Street, London, England. 30-12

IT WILL PUT YOU RIGHT.

Hall's Coca Wine is a most marvellous restorative tonic, prepared from the prescription originated a generation ago by a London physician for the treatment of anaemia, thin blood, wasting conditions, and the consequent cord inevitable nervous derangement. Hall's Coca Wine is safe and so certain in effect that thousands of British physicians prescribe it regularly in their practice. Whenever you find yourself growing weak and easily upset, you may be sure the mischief is due to thin blood and starved nerves; you may be equally sure that the tonic influence of Hall's Coca Wine will put you right, no matter why nor how you may have become "run down." 68-19

TO LET

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.
 Floor Area, 6,100 square feet each.
 Apply to—
JARDINE, MATHESON & CO.,
 Hongkong, 20th January, 1906. 236

TO LET

TOP FLOOR (5 Rooms) in Queen's Road, (above Messrs. GREGOR & CO.'s Offices).
FIRST FLOOR (4 Rooms), YORK BUILDING.
 Apply to—
KELLY & WALSH, LD.,
 Hongkong, 10th February, 1906. 305

TO LET

NO. 5, "FAIRVIEW", Robinson Road, Kowloon. Semi-detached House. Moderate rental.
"HOTEL MANSIONS", TWO ROOMS, on 1st Floor, suitable for Offices.
HOUSES in AUSTIN AVENUE, Kowloon. Rental \$50 per month and Taxes.
SHOPS AND FLATS in Robinson Road, Kowloon.
 Apply to—
HUMPHREYS ESTATE & FINANCE CO. LD.,
 Agents.
 Hongkong, 9th February, 1906. 183

TO LET

HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate Possession.
HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.
 Apply to—
THE COMPRADORE,
 Messrs. BARRETT & Co.,
 Hongkong, 2nd February, 1906. 330

TO LET

HOUSE, No. 5, ROSE TERRACE, Robinson Road, Kowloon. Immediate Possession.
HOUSE, No. 2, ROSE TERRACE, Robinson Road, Kowloon. Possession from 1st March, 1906.
 Apply to—
THE COMPRADORE,
 Messrs. BARRETT & Co.,
 Hongkong, 2nd February, 1906. 330

BOARD AND RESIDENCE

GENTLEMAN may have BOARD and RESIDENCE with a Private Family in a House on the Upper Levels, Tennis Court.
 Apply to—
"B",
 Care of "Daily Press" Office,
 Hongkong, 7th February, 1906. 175

FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE".
A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well-Furnished Bedrooms, every home in art. Fine View of the Harbour; Terms moderate.
 Apply to—
Mrs. F. W. WATTS,
 "Braeside," 20, Macdonnell Road (late of "Tang Yuen").
 Hongkong, 27th June, 1905. 143

BOARD AND RESIDENCE

MRS. GILLANDERS.
"GLENWOOD",
 27, CAINE ROAD,
 Hongkong, 20th September 1905. 12165

BOARD AND RESIDENCE

TWO WELL FURNISHED BRD-ROOMS in Kowloon Terrace, suitable for Gentlemen or Married Couple. Terms moderate.
 Apply to—
"M. C.",
 Care of "Daily Press" Office,
 Hongkong, 16th January, 1906. 1235

DAVID COOPER & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING
ARNHOLD, KARBURG & CO.
 Sole Agents.
 2851

THE BRITISH ELECTIONS.

FURTHER RETURNS.

The following returns were announced on January 19th, 20th, 21st, 22nd and 23rd—

LIBERALS ELECTED.

Mr. J. M. Henderson, West Aberdeenshire; Mr. H. J. Tennant, Berwickshire; Mr. Lamb, North Hants; Mr. Longman, North Hants; Mr. Armstrong, Major McMillan, Kirkcaldy; Mr. Macdonald, Mr. Brocklehurst, Cheshire (Macclesfield); Mr. Rees, Montgomery; Mr. Stevenson, North-East Suffolk; Mr. R. W. Essex, Gloucestershire East; Mr. Helton, North Lancashire (Lancaster Division); Mr. D. Esdaile, West Perthshire; Mr. Phillips, Pembrokeshire; Mr. Hedges, South West Kent; Mr. Bethell, Romford (who polled 21,534 against Mr. Sinclair's 12,779); Mr. E. Maunsell-Ferguson, Leith; Mr. Thomas Glen, South Hants; Mr. Whitbread, South Hants; Mr. Edwards, Donlight; Mr. Neames, North Nottingham (Bassett); Mr. H. D. Walker, Leicestershire (Melton, Mowbray); Alderman Winfrey, South West Norfolk; Mr. H. A. Watt, Glasgow (College Division); Mr. J. Annan Bryce, Inverness (defeating Sir Robert Finlay by a majority of 45); Mr. A. W. Wills, North Dorsetshire (Shaftesbury); Mr. T. C. Warner, Staffordshire (Lichfield); Mr. T. C. Warner, Staffordshire (Lichfield); Mr. Wilson, Yorkshire (Holmfirth); Mr. C. R. Allen, Gloucestershire (Stroud); Mr. Black, Bedfordshire (Biggleswade); Mr. Vaughan-Davies, Cardiganshire; Mr. Hope, Somersetshire North; Mr. F. Mackness, Berkshire (Newbury); Mr. Montgomery, Somersetshire (Bridgewater); Mr. Rowlands, Kent (Dartford); Mr. Scanes, Norfolk (Diss); Mr. M. J. Jones, Durham (Lanchester); Mr. Verney, Gloucestershire (Buckingham); Mr. Ellis Griffith, Anglesey; Mr. Bennett, Oxfordshire (Woodstock); Mr. Corrie Grant, Warwickshire (Rugby); Mr. P. A. Moloney, Cambridgeshire; Hon. G. Howard, Cumberland (Eskdale); Mr. Napier, Kent (Faversham); Mr. J. A. Jacoby, Dorsetshire (Bournemouth); Mr. George Whiteley, West Riding (Pudsey); Mr. J. J. Lewis, North East Lancashire (Accrington); Mr. Brunner, South West Lancashire (Lancaster); Mr. Hardy, Suffolk (Stowmarket); Mr. J. L. Poynder, North West Lancashire (Clippington); Mr. M. J. 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SHIPPING.

ARRIVALS.
 CHIOYANG, British str., 1,424 T. W. Selby, 12th Feb.—Shanghai 9th February, General—Jardine, Matheson & Co.
 COERIC, British str., 2,744 T. Wm. Finch, 12th Feb.—San Francisco 10th Jan., Hongkong 17th, Yokohama 31st, Kobe 2nd Feb., Nagasaki 4th, and Manila 10th, Mails and General—O. & S. N. Co.
 HOLSBRIN, German str., 985 T. A. Nijehuis, 11th Feb.—Peking 7th Feb. and Hilo 10th, General—Jensen & Co.
 HONGKONG, British str., 2,000 T. J. Slater, 12th Feb.—Rangoon 29th Jan., Penang 3rd Feb. and Singapore 6th, General—Chinese.
 KOWLOON, German str., 2,316 T. Stehr, 12th Feb.—Chinkiang 6th Feb., General—Simsen & Co.
 LAGERS, British str., 1,341 T. Jas. B. Jackson, 11th Feb.—Saigon 7th February, Rice—Chinese.
 LYFERNOS, German str., 1,238 T. Lohmann, 11th Feb.—Yamaguchi 7th February, General—Simsen & Co.
 MEROO, Chinese str., 1,139 T. A. Crawford, 12th February—Shanghai 9th Feb., General—Chinese.
 RUBI, British str., 1,419 T. R. W. Almond, 12th Feb.—Manila 9th February, General—Shewan, Tomes & Co.
 YUNSONG, British str., 1,158 T. P. H. Rolfe, 12th Feb.—Manila 9th Feb., General—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office.
 February 12th.
 CHIOYANG, British str., for Hainan.
 CHIOYANG, British str., for Swatow.
 CHIOYANG, British str., for Amoy.

DEPARTURES.

February 12th.
 AFRICAN MONARCH, British str., for Newcastle.
 CHIOYANG, British str., for Saigon.
 CHIOYANG, British str., for Amoy.
 LYFERNOS, German str., for Canton.
 PINKNEY, British str., for London.
 TITONIA, German str., for Kobe.
 WIK, German str., for Hongkong.
 YOHOW, British str., for Canton.

SHIPPING REPORTS.

The Chinese str. *Meifoo* reports: Strong monsoon, high sea and misty weather.
 The British str. *Tartar* reports: Moderate to strong easterly winds with corresponding sea throughout.
 The British str. *Chioyang* reports: Experienced moderate N.E. gale and high sea throughout the passage, misty weather.
 The British str. *Hongkong* reports: From within 100 miles of port strong monsoon, high sea and dirty cloudy weather.
 The British str. *Yunsong* reports: Experienced light N.W. winds with clear weather to lat. 20 N. From thence to port fresh E.N.E. winds with rough sea, overcast and cloudy.
 The British str. *Coptic* reports: Had moderate to fresh westerly gales with heavy swell across the Pacific. Nagasaki to Manila moderate to fresh N.W. gales with violent swell squalls for 24 hours. Thence light southerly winds and fine weather, smooth sea. From Manila to Hongkong light variable winds and smooth sea with short intervals of fog on the 11th inst. Thence to port moderate N.E. wind, overcast and cloudy, rough sea.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
 "HAIMUN,"
 Captain A. J. Rolson, will be despatched for the above Ports TO-DAY, the 13th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAIRRAIK & CO.,
 General Managers,
 Hongkong, 10th February, 1906. 402

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rattalino United Companies.)
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also YOKOHAMA and TAIPEI, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALTAIO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI,"
 Captain Bello, will be despatched as above TO-MORROW, the 14th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents,
 Hongkong, 31st January, 1906. 74

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
 "CATHERINE APCAR,"
 Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 14th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents,
 Hongkong, 9th February, 1906. 1392

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
 THE Steamship
 "BENLARI,"
 Captain Wallace, will be despatched as above on or about the 23rd inst.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents,
 Hongkong, 6th February, 1906. 372

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 With liberty to call at the Malabar Coast.
 THE Steamship
 "YEDDO,"
 Captain Baird, will be despatched for the above Ports on or about TUESDAY, 27th inst.
 For Freight, apply to
 ARNOLD, KARBURG & CO.,
 Agents,
 Hongkong, 7th February, 1906. 1377

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP	GLENNSTRAD	Brit. str.	—	J. McMillan	McGowan Bros. & Co.	About 22nd inst.
LONDON, &c. VIA SUEZ CANAL	BENLARI	Brit. str.	—	Wellace	GIBB, LIVINGSTON & CO.	About 23rd inst.
AMSTERDAM, LONDON & ANTWERP	DELHI	Brit. str.	1 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 24th inst. at Noon.
AMSTERDAM, LONDON & ANTWERP	SANIT BIDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th Mar.
AMSTERDAM, LONDON & ANTWERP	DIOMEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Mar.
AMSTERDAM, LONDON & ANTWERP	TEKNEAL	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April.
MARSEILLES, HAVRE, ANTWERP (DIRECT)	KOWANG-SI	Frans. str.	—	Barillon	MESSAGERIES MARITIMES	About 12th inst.
MARSEILLES, &c. VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	Ailland	MESSAGERIES MARITIMES	On 20th inst. at 1 P.M.
HAMBURG	LIBERIA	Ger. str.	—	R. Meyer	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 18th April.
TRIESTE, &c. VIA SINGAPORE, &c.	ANTONIO	Brit. str.	1 m.	Sander, Wierler & Co.	HAMBURG-AMERIKA LINIE	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL	PERUS	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	ST. GEORGE	Brit. str.	—	Baird	ARNOLD, KARBURG & CO.	About 27th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	DODWELL & CO. LTD.	About 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 7th Mar.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Am. str.	—	J. Allen	DODWELL & CO. LIMITED.	On 20th inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	MINNESOTA	Am. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
SEATTLE VIA SHANGHAI & JAPAN	ABADIA	Ger. str.	—	J. H. Kinder	NIPPON YUSEN KAISHA	About 16th Mar.
PORTLAND, OREGON VIA SHANGHAI, &c.	SEMIPOLE	Brit. str.	—	Metzenhuth	PORTLAND & ASIATIC S.S. CO.	On 20th inst. at Daylight.
SAN FRANCISCO VIA PORTS	TEKNEAL	Brit. str.	—	—	SHEWAN, TOMES & CO.	About end of Feb.
AUSTRALIAN PORTS VIA MANILA	TEKNEAL	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS VIA MANILA	TEKNEAL	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 3rd Mar. at Noon.
AUSTRALIAN PORTS VIA MANILA	TEKNEAL	Brit. str.	—	—	MELCHERS & CO.	On 6th Mar. at Noon.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	YOKOHAMA	Brit. str.	—	A. L. Volonini	P. & O. S. N. Co.	About 14th inst.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	YOKOHAMA	Brit. str.	—	S. Barchan	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	YOKOHAMA	Brit. str.	—	J. B. Pergussou	P. & O. S. N. Co.	About 15th inst.
JAPAN VIA SHANGHAI	YOKOHAMA	Brit. str.	—	—	JAVA-CHINA JAPAN LUNY	Quick despatch.
TSINGTAO & CHEFOO	CHINKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	—	—	MELCHERS & CO.	To-morrow.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	ANPING MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHUN KAISHA	On 15th inst. at 8 A.M.
SHANGHAI	YOHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	CHOTSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 17th inst. at 3 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	TAIYUEN	Ger. str.	—	A. Hansen	OSAKA SHOSHUN KAISHA	On 22nd inst. at 8 A.M.
SHANGHAI	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	About 23rd inst.
TAIYUEN VIA SWATOW & AMOY	DELTA	Brit. str.	—	S. Takami	OSAKA SHOSHUN KAISHA	On 18th inst. at 8 A.M.
SWATOW, AMOY & FOCHOW	HAIMUN	Brit. str.	2 h.	A. J. Rolson	DOUGLAS LAIRRAIK & CO.	To-day, at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAIRRAIK & CO.	On 15th inst. at 10 A.M.
MANILA	TEAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
MANILA	YUNSONG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst. at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 17th inst. at Noon.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 24th inst. at Noon.
CEBU & LOILO	SUNGIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON & CO., LD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst. at 3 P.M.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Bolsito	CARLOWITZ & CO.	To-morrow, at Noon.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days across the Pacific is the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425 Tons	WEDNESDAY, 21st Feb.	17th Mar.
"EMPERESS OF JAPAN"	3,000 "	WEDNESDAY, 7th Mar.	28th Mar.
"EMPERESS OF CHINA"	3,000 "	WEDNESDAY, 18th Mar.	18th April.
"ATHENIAN"	3,688 "	WEDNESDAY, 11th April	5th May.
"EMPERESS OF INDIA"	3,600 "	WEDNESDAY, 18th April	9th May.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIA OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £90; via New York £82. Intermediate on Steamers, " " £40, " " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Map, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Corner, Pedder Street and Praya, opposite Blake Pier.

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. Rinder, About FRIDAY, 16th MARCH, 1906.

"DAKOTA," Captain E. FRANKIE, On TUESDAY, 24th APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATE ROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 20th December, 1905. 120

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR
 "YUNSONG" Friday, 16th Feb. 4 P.M.
 "CHIOYANG" Saturday, 17th Feb. 3 P.M.
 "SINGAPORE, PENANG & CALCUTTA" Thursday, 22nd Feb. 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. 18

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 17th Feb. NOON.
ZAFIRO	2540	R. Rodger	Manila.	On 24th Feb. NOON.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 12th February, 1906. 115

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 11th December, 1906. 119

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL DAYLIGHT ON
"ARABIA"	4,493	Metzenhuth	February 20th, 1906.
"AEAGONY"	5,198	Ernst	March 11th, 1906.
"NICOMEDIA"	4,370	Wagemann	March 23rd, 1906.
"NUMANTIA"	4,370	Feldmann	April 8th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 1st February, 1906. 113

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG	On 21st Feb. Freight.
LIBERIA	HAMBURG	On 27th Feb. Freight.
SAMBA	HAVRE, BREMEN and HAMBURG	On 7th Mar. Freight.
SAXONIA	HAVRE and HAMBURG	On 21st Mar. Freight.
SENEGAMBIA	HAVRE and HAMBURG	On 18th April Freight.
SEGOVIA	HAVRE and HAMBURG	On 2nd May Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewardess are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

12

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG. 1905.

"ST. GEORGE" About 20th Feb.

"SHIMOSA" to follow.

For Freight and further information, apply to DODWELL & CO. LD., Agents.

Hongkong, 12th January, 1906. 2105-2135

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE,"

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"YANGTSE"	On 17th February.
GLASGOW and LIVERPOOL	"LABRIS"	On 20th February.
GLASGOW and LIVERPOOL	"DIOMED"	On 27th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 6th March.
GLASGOW and LIVERPOOL	"TAKAKAI"	On 13th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"KEMUN"	On 27th March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.

HOMEWARDS.

TO	STEAMERS	DATE
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TAKAKAI"	On 24th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"YANGTSE"	On 19th February.
HAMA	"KEMUN"	On 24th March.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANFA"	On 1st March.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9] 10

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
TSINGTAO and CHEFOO	"CHINKIANG"	On 13th February.
MANILA	"TEAN"	On 13th February.
SHANGHAI	"YOHOW"	On 15th February.
CEBU and ILOILO	"SUNGKIANG"	On 16th February.
MANILA	"TAMING"	On 20th February.

MANILA, ZAMBOANGA, PORT
DARWIN, THURSDAY ISLAND,
COOK TOWN, CAULFIELD,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE.
* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 13th February, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	DATE	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN	About 14th February	Freight and Passage.
YOKOHAMA, SHANGHAI, MOJI and KOBE	PERA	About 14th February	Freight only.
MOJI, KOBE and YOKOHAMA	BANCA	About 15th February	Freight only.
YOKOHAMA, SHANGHAI, MOJI and KOBE	JAVA	About 20th February	Freight and Passage.
SHANGHAI	DELTA	About 23rd February	Freight and Passage.
LONDON &c, via usual ports	DELHI	Noon, 24th February	See Special of CALL.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to
E. A. HEWETT,
Superintendent. [1]

Hongkong, 12th February, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 18th Feb. at 8 A.M.
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"ANPING MARU"	THURSDAY, 15th Feb. at 8 A.M.
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"TRIUMPH"	THURSDAY, 22nd Feb. at 8 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Voeux Road Central.
T. ARIMA, Manager. [14]

Hongkong, 6th February, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS.

STEAMERS	DATE
PREUSSEN	14th February
ZIETEN	23rd February
PRINCESS ALICE	14th March
BAFFER	23rd March
PRINZ REGENT LUITPOLD	11th April
PRINZ BITEL FRIEDRICH	25th April
SACHSEN	9th May
PRINZ HEINRICH	23rd May
ROON	6th June

ON WEDNESDAY, the 14th day of FEBRUARY, 1906, at Noon, the Steamship
"PREUSSEN," Captain R. Meyer, with MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 12th February. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 13th February, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 13th February.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
to NAPLES, GENOA and GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
return	\$11 0 0	\$6 0 0	\$33 0 0
to SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ
via NAPLES, GENOA or GIBRALTAR return 115 0 0 79 0 0 47 0 0
via BREMEN or SOUTHAMPTON return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELM-SHAFFEN,
SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).
STEAMERS

STEAMERS	DATE
WILLEHAD	4th March
PRINZ WALDEMAR	11th March
PRINZ SIGISMUND	1st May

TO	1st Class	2nd Class	3rd Class
TO MANILA	\$30.00	\$20.00	\$10.00
TO NEW GUINEA	\$25.00	\$15.00	\$8.00
TO BRISBANE	\$35.00	\$25.00	\$12.00
TO SYDNEY	\$40.00	\$30.00	\$15.00
TO MELBOURNE	\$45.00	\$35.00	\$18.00
TO YOKOHAMA	\$50.00	\$40.00	\$20.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$60.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
To EUROPE VIA AUSTRALIA and COLOMBO by Imperial Mail Steamer £37 0 0.
To EUROPE VIA AUSTRALIA and AMERICA
From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

SHANGHAI, NAGASAKI,
KOBE & YOKOHAMA PRINCESS ALICE WED'DAY, 14th February
Do. BAYERN WED'DAY, 25th February

* Reaching Yokohama 14 less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. H. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—
1st Class
To London via Plymouth or Southampton £62 0 0.
To Bremen 63 10 0.
To Paris via Cherbourg 65 0 0.
To Naples, Genoa via Gibraltar 65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain	Sailing Date.
HYADES	3,753	J. Alven	On 20th February.
TREMONT	9,606	T. W. Gerliek	On 23rd February.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
HONGKONG, 12th January, 1906

MAP OF THE SIKIANG or WEST
RIVER

From HONGKONG to WUCHOW,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at Daily Press Office.
Price 25 Cents Cash.
Hongkong, 1st April, 1897

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1905. 2174

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	(Brindisi)	(London)
			2 days earlier	1 day later
DELHI	14th February	MOLDAVIA	24th Mar.	30th Mar.
DONGOLA	10th Mar.	MONGOLIA	27th Apr.	13th Apr.
DELTA	24th Mar.	MOOLTAN	21st Apr.	27th Apr.
OEANA	7th Apr.	MARHORA	5th May	11th May
ARCADIA	21st Apr.	VICTORIA	20th May	26th May
DEVANIA	5th May	HIMALAYA	17th June	9th June
DELHI	19th May	INDIA	17th June	23rd June

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
	about	about	about
JAPAN	Feb. 14	Feb. 23	Mar. 31
SUMATRA	Feb. 25	Mar. 9	Apr. 14
NUBIA	Mar. 14	Mar. 23	Apr. 23
JAVA	Mar. 28	Apr. 6	May 12
FORMOSA	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Superintendent. [2707]

Hongkong, 6th January, 1906.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES MARITIMES.

FORMARSEILLES, HAVRE, ANTWERP
(DIRECT).

Taking Cargo to LONDON with prompt
transshipment at Marseilles.
Calling at MANILA, SINGAPORE
AND COLOMBO.

THE Company's Steamship

"KOUANG-SI"
Captain Barillon, will be despatched as above
on or about the 12th February, 1906.
This Steamer has accommodation for Pass-
engers and carries a duly qualified Doctor.
For Freight, Passage and further particulars,
apply to
G. DE CHAMPEAUX,
Agent,
Queen's Building,
Hongkong, 30th January, 1906. [296]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.
HE Steamship

"SEMINOLE"
Tons 6060, will be despatched about end of
February.

For Freight, apply to—
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th January, 1906. 300

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,
RANGOON, COLOMBO, BOMBAY,
KARACHI, ADEN, SUEZ and PORT
SAID.

(Taking Cargo at through rates to the BRAZILS,
to SOUTH AMERICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship.

"AUSTRIA,"
Captain Colledani, will be despatched as above
on MONDAY, the 6th March.

This Steamer has accommodation for
passengers, electric light and carries a doctor
and stewardess.

For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 2nd February, 1906. [3]

"HONGKONG DAILY PRESS"

PUBLICATIONS.

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OF THE FAR EAST. \$10.00

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MISSIONARIES IN CHINA,
JAPAN AND COREA. 0.50

POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA
TRADE MARK REGULATIONS
IN CHINA. 0.25

FROM HONGKONG TO CANTON,
BY THE PEARL RIVER. A
Book for the Globetrotter, by Capt.
C. V. LLOYD, with Maps and
Illustrations. 1.00

FROM PORTS OUT TO PEKING,
VIA LADYSMITH, WITH A
NAVAL BATTALION (Cruise
of H.M.S. Terrible) 1.00

MOUNTINGS OF NAVAL GUNS
and their Subsequent Use with the
Ladysmith Relief Column. 1.00

WARLIKE EXPLOITS OF THE
MERCHANT NAVY, by J. E.
Featherstonhaugh. 2.00

CALLING OUT: or the Chung Wang's
Daughter, an Anglo-Chinese Re-
mance, by Chas. J. H. Balcombe. 2.00

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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POST OFFICE NOTICES.

The Princess Alice, with the German mail of the 16th ultimo, left Singapore on Friday the 10th instant, at 9 a.m., and may be expected here this afternoon.

A Mail for MACAO, in despatched per s.s. Wingchai on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, SAMSHUI, SANHUI, KONGMOON, KONGHUK, SAMSHUI, and WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are dispatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	DATE
Nagasaki, Kobe and Yokohama	Tuesday, 13th, 11.00 a.m.
Shanghai and Chongking	Tuesday, 13th, 11.00 a.m.
Shanghai and Chongking	Tuesday, 13th, 11.00 a.m.
Shanghai and Chongking	Tuesday, 13th, 11.00 a.m.
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Shanghai and Chongking	Tuesday, 13th, 11.00 a.m.
Shanghai and Chongking	Tuesday, 13th, 11.00 a.m.

Europe, &c., India via Taticorin. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Singapore, Penang and Calcutta. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Europe, &c., India via Taticorin. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao, Singapore, Penang and Calcutta. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

TO-DAY.

Sale, Rifles & Explosives, Sales Rooms, Messrs. Hughes & Hough, 10.30 a.m.
Hongkong Races, second day.

COMMERCIAL.

CLOSING QUOTATIONS. February 12th.

On LONDON.—Telegraphic Transfer 2 1/2, Bank Bills, on demand 2 1/2, Bank Bills, at 30 days sight 2 1/2, Bank Bills, at 4 months sight 2 1/2, Credits, at 4 months sight 2 1/2, Documentary Bills, at 4 months sight 2 1/2.

On PARIS.—Bank Bills, on demand 2 1/2, Credits, at 4 months sight 2 1/2, Credits, at 6 months sight 2 1/2.

On GERMANY.—On demand 2 1/2, Bank Bills, on demand 2 1/2, Credits, at 4 months sight 2 1/2.

On NEW YORK.—Bank Bills, on demand 4 1/2, Credits, at 4 months sight 4 1/2, Credits, at 6 months sight 4 1/2.

On DOMINION.—Telegraphic Transfer 15 1/2, Bank, on demand 15 1/2, Bank, on demand 15 1/2.

On CALIFORNIA.—Telegraphic Transfer 15 1/2, Bank, on demand 15 1/2, Bank, on demand 15 1/2.

On SINGAPORE.—On demand 15 1/2, Bank, on demand 15 1/2, Bank, on demand 15 1/2.

On YOKOHAMA.—On demand 15 1/2, Bank, on demand 15 1/2, Bank, on demand 15 1/2.

On MANILA.—On demand 15 1/2, Bank, on demand 15 1/2, Bank, on demand 15 1/2.

On SINGAPORE.—On demand 15 1/2, Bank, on demand 15 1/2, Bank, on demand 15 1/2.

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JOINT STOCK SHARES.

Hongkong, February 10th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, sellers
Bank—		
Hongkong & S'hai.	\$125	\$895, sales & sel.
National B. of China		
A. Shares	25	\$38, buyers
Ball's Asbestos & Co.	12a. 6d.	\$84, sales
China-Borneo Co.	\$12	\$16, sellers
China Light & P. Co.	\$10	\$9, sellers
China Provident	\$10	\$3.50, sellers
Cotton Mills—		
Ewo.	Fls. 50	Fls. 50, buyers
Hongkong	Fls. 10	\$14, buyers
International	Fls. 70	Fls. 70, buyers
Leong Kung Mow	Fls. 100	Fls. 100, buyers
Soyabean	Fls. 500	Fls. 500, buyers
Dairy Farm	\$9	\$15, sellers
Docks and Wharves—		
Farman, H. & Co.	Fls. 100	Fls. 120, buyers
H. & K. Wharf & G.	\$50	\$108, sellers
H. & W. Dock	\$50	\$105, sellers
New Amoy Dock	\$63	\$17
Shai & H. Wharf	Fls. 100	Fls. 230, buyers
Farwick & Co., Geo.	\$25	\$25
O. Island Cement	\$10	\$24, sellers
Hongkong & C. Gas	\$10	\$17, buyers
Hongkong Electric	\$10	\$17, buyers
Do. New	\$10	\$15, buyers
H. H. L. Tramways	\$100	\$215, sales
Hongkong Hotel Co.	\$50	\$140
Hongkong Ice Co.	\$25	\$245, buyers
Hongkong Rope Co.	\$50	\$102, buyers
H'kong S. Waterboat	\$10	\$12, sellers
Insurance—		
Canton	\$50	\$330, buyers
China Fire	\$20	\$88, sales
China Traders	\$25	\$91, sales & sel.
Hongkong Fire	\$50	\$225, sellers
North China	\$45	\$14, sales
Union	\$100	\$755, sales & buy.
Yangtze	\$50	\$170, buyers
Land and Building—		
Hongkong Land	\$100	\$120, sellers
Humphrey's Estate	\$10	\$12.75, sellers
Kowloon Land & B.	\$80	\$371, ex. dir.
Shanghai Land	Fls. 50	Fls. 120, buyers
WestPoint Building	\$50	\$63, sellers
Mining—		
Charbonnages	Fls. 250	\$490
Rauba	13/10	\$4, sellers
Philippine Co.	20	\$5, buyers
Rubberies—		
China Sugar	\$100	\$215
Juon Sugar	\$100	\$30, buyers
Steamship Companies—		
China and Manila	\$25	\$21, buyers
Douglas Steamship	\$50	\$40, buyers
H. Canton & M.	\$15	\$25, buyers
Indo-China S.N. Co.	\$10	\$97, sellers
Shell Transport Co.	\$1	\$3, sellers
Do. Preference	\$10	\$32
Star Ferry	\$10	\$32
Do. New	\$5	\$23, sellers
Shanghai & H. Dyeing	\$50	\$50
South China M. Post.	\$25	\$20, sellers
Steam Laundry Co.	\$5	\$7, sellers
Do. Founders	\$5	\$4, sales & sellers
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$36
Powell & Co., Wm.	\$10	\$11
Watkins	\$10	\$6, sellers
Watson & Co., A.S.	\$10	\$13, sales & buy.
United Asbestos	\$4	\$3, sellers
Do. Founders	\$10	\$100

VERNON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From February 13th to 19th, 1906.
To correct Zone Time add 23 min. and 13 sec.

High Water.	Low Water.
Mean Time.	Mean Time.
Height.	Height.
Tues. 13	10 12 1/2
Wed. 14	10 12 1/2
Thurs. 15	10 12 1/2
Fri. 16	10 12 1/2
Sat. 17	10 12 1/2
Sun. 18	10 12 1/2
Mon. 19	10 12 1/2

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the NATAL STEAM NAVIGATION CO.'S fortnightly service between CAPE TOWN, SALICIA, and CAPE TOWN, for CAPE TOWN every fortnight. For Freight and further particulars apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 10th August, 1893.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th February, 1906. [403]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO AND LONDON.

THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 13th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCCREGOR BROS. & GOW, Hongkong, 6th February, 1906. [373]

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino General Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

CARLOVITZ & CO., Agents.

Hongkong, 6th February, 1906. [4]

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA,"

Captain Sachs, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding their discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th Feb., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th February, 1906. [378]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"TEUTONIA,"

Captain Oesterlich, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding their discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Feb., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 9th February, 1906. [394]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DONGOLA,"

FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Mongolia.

From Bombay, ex s.s. Simla.

From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 9th February, 1906. [1]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,363 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "KANKOW," 3,073 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,985 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.